

41 County Government. Samuel G. Smith. Hillsboro. W. Va. Pocahontas County.

When the war was over and the new officials of our county government had taken over and the townships established instead of districts Grant township was our present Huntersville District, Lincoln was what is now Id-ray District, Union was what is known as Little Levels today, Meade Township was that portion of Pocahontas County that is known as Greenbank District. The county seat was in Grant Township, but in later years it was moved to Lincoln Township at Marlins Bottom now Marlinton and the largest town in the county, partly due to it being the seat of justice and partly due to the Chesapeake and Ohio Rail Road that passes through it on its run up the Greenbrier from Roncverte to Durbin.

Just after the Civil War an act of the legislature passed by that body February 21. 1866 requiring the boards of all the counties of the state to appoint a commissioner to reassess the county to this task they appointed William E. Johnson of Lincoln Township. After the land had been assessed many of our land owners complained to the board of supervisors and often had their taxes lowered by reducing the valuation as many homes and farm buildings had been burned during the war and their property damaged in general so this meant more work for our county officials in making adjustments and trying to get things equalized as much as they possibly could. In performing his duties as assessor of the county Johnson received \$ 299.58 and during the rounds XX



in assessing the county he had to gather other data such as births and deaths. In 1867 the assessed valuation of the county was \$ 10,551.70 of this the assessor received 3% this was his pay.

The first levy layed from the start of the war until after the close was June 1867 and was for \$ 3,758.65 much of which was for expense of repairing the court house and jail at the close of the war, The levy of 1868 was for \$ 4,473.54 the cost of government still rising as more roads were being built throughout the county all this fell on the shoulders of the board of supervisors to pass on and they in turn turned the matter over to the many surveyors of roads for establishment or rerouting as the case might be. At this time our state government thought it best to have each county report its debts and what it would take to pay current expenses and clear up the back indebtedness, which was done and it was found that it would take \$ 4,390.00 to accomplish this end. It was about this time that the townships were cut up into precincts of which we still have today as it was thought best to have our county government operating as near as many of her citizens as possible as so in the formation of the County in 1821 as it always has been the closer the government is to her people the more efficient our government can operate in both state and county.

The question again arose about removing the county seat from Huntersville and so in the election of 1866 it was put up to the vote of the



people, ~~XXXXXXXXXXXXXXXXXXXX~~ the vote was for removal 85 against 83 the subject was then tabled until the following year 1867 and this time the vote stood for removal 55 against 110 this settled the matter for the time. As the county was greatly in need of revenue it was decided that they would advertise from the time of this meeting in December until March for responsible men to bid on taking the bridge across the Greenbrier River at Marlins Bottom over making a toll bridge out of same and with the money taken in as toll keep the bridge up also a part of the Marlins Bottom Lewisburg Turnpike, this repair to come from the funds collected at the toll bridge.

To repair the court house and jail required 600.00 and the work was done by William Curry with some outside help. Upon the resignation of George P. Moore in 67 Samuel Buzzard was chosen as clerk for the board of supervisors and in 68 was chosen Assessor as A. <sup>G</sup> Adkison who was elected Assessor did not qualify.

With James A Price operating a hotel at Marlins Bottom, Andrew McLaughlin a land owner of that same section obtained a license in 1869 to operate a hotel also. It was about this same time that many licenses were obtained to sell liquors in private homes and other establishments throughout the county (this was known as the days of the Pigs war) in the liquor trade



in Pocahontas County.

It was about 1867 that the question arose about the county subscribing \$ 50,000.00 in capitol stock of the Chesapeake & Ohio Railroad that was operating at that time at the lower end of the Greenbrier River at Ronceverte. The voters of this county voted against it at that time but again in 1868 the question was again raised but like before was voted down by the voters of the county, but the future thinking citizens of the county did not give up the struggle and so about 1900 saw the C & O operating up the Greenbrier, this was brought about by our county government working on it for a number of years finally accomplishing what they had tried to do for over a quarter of a century. With the coming of the C & O in later years our county government gained in many ways, in taxation, traveling conveyance for her population, was a mode of transportation for our many commodities produced within our borders, so the coming of the R R up the Greenbrier was brought about by our pioneer county government they having been defeated in their efforts time and time again but these men used their untiring efforts at that time that we here in Pocahontas County today might enjoy and appreciate the efforts put forth by our former county leaders that helped establish a county government that has brought us gradually upward for over a century, they fought a good fight